



RUDDER FLUTTER

Idaho Transportation Department, Division of Aeronautics
To foster, develop, and maintain Idaho's aviation programs, facilities, and services.

MCCALL SET TO HOST 14TH ANNUAL NORTHWEST MOUNTAIN FAMILY FLY IN AND AVIATION SAFETY CONFERENCE

Summer 2000
Volume 46, Issue 3

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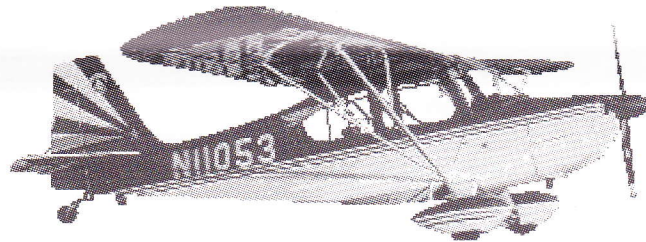
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Idaho Division of
Aeronautics
3483 Rickenbacker
Boise, ID 83705
208/334-8775

Event Scheduled for August 11-13, 2000

By: **Frank Lester**
Safety/Education Coordinator

The McCall Municipal Airport, in cooperation with the FAA, will be hosting the 14th Annual Northwest Mountain Family Fly-In and



Aviation Safety Conference. Idaho and Montana FAA Aviation Safety Programs, the Idaho and Montana Divisions of Aeronautics, AOPA Air Safety Foundation, Idaho Aviation Association, the McCall Chamber of Commerce, Delta Airlines, Rocky Mountain Avionics and Corporate Air are sponsoring the event. Once again an extraordinary compliment of guest speakers will be discussing every facet of aviation safety. If you have your own aircraft, or wish to rent one, you will have an opportunity to receive three free hours of dual instruction in the FAA Wings program including flights into the back country with a "mountain flying" instructor should you desire. Sparky Imeson should be presenting his "Mountain Flying" ground school to round out your backcountry experience. The

FAA PACE program will be available for those who wish to take advantage of this "hold harmless" inspection. A barbeque is planned for Friday. This year the banquet will feature world-class aerobatic pilot Wayne Handley as keynote speaker.

For those of you unfamiliar with this area, McCall is located in the heartland of Central Idaho. Known for its picturesque beauty, the surrounding landscape abounds with recreational activities for the entire family. Located on the south shore of Payette Lake, just north of Cascade Lake, McCall provides access to the

Frank Church River of No Return Wilderness Area, the Payette and Boise National Forests, as well as many other excellent points of interest. There are boundless opportunities for hiking, camping, mountain biking, hunting and fishing. The McCall Municipal Airport (MYL), 5020 feet above sea level (don't forget to check density altitude) is just south of town along State Route 55. The runway is paved, 6107 feet long by 75 feet wide. The airport is served by an NDB non-precision approach, a GPS stand alone approach and VASIs (runway 34 only). There will be a temporary tower on 127.9; ground

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FROM THE ADMINISTRATOR:

By: Bart Welsh
Aeronautics Administrator



AIR-21 Money Still on Track

The piece of legislation known as AIR-21, which will provide greatly increased amounts of money for airport improvement, has worked its way through Washington bureaucracy; it is now law and will be funded at the full \$3.2 billion. This is roughly twice as much money as has been made available in the past for airport improvements. It is certainly good news for Idaho's airports. This is money, however, that does require a local match of 10%. Traditionally, we at Idaho Aeronautics have assisted the locals as much as we can to meet this requirement. To meet this increased need for funding, we are looking at a number of different fund raising areas.

One is to look at increasing the collection rate of aircraft registration fees by putting a little more teeth into the law for those people that are not registering their aircraft. Since all of this money goes to improve the airports we fly off of, it does make sense for us to get behind this as much as we can. There is no other group of people besides us in aviation which will come forth with this money nor anyone that sees the value of airports and to maintain them as much as we do. This is clearly an opportunity for us to get behind something that has direct benefit to us as aviators. Our other legislation proposal will allow the interest on aeronautics funds to be put toward the Air-21 match.

General Aviation Access Act

HR 3661 is the bill being discussed right now that would prevent closure of any wilderness landing sites without approval from the state aeronautics department. This language is the same that we find in the Frank Church Wilderness Act that helps keep our airports open in Idaho. This legislation, which is sponsored by Jim Hanson of Utah, has also got co-sponsors from Helen Chenoweth-Hayes and Mike Simpson and strong support from Senator Larry Craig. We are working at this time on some language defining what the airports are in the wilderness areas so that they can be specifically identified in all states to be protected.

This type of legislation is one that has been very effective in Idaho protecting our airports and would put forth the same exact protection for airports in the rest of the nation. We are of course, experiencing some resistance, primarily from the administration in the White House, as well as environmentalist groups that would not like to see this restriction placed on their potential activities. The bill does seem to have a good head of steam and with the strong support I believe that it has a great opportunity to become the law of the land.

Family Fly-In...

(Continued from page 1)

control will be on 121.6. If you plan to fly in, don't forget to bring your own tie downs.

You can scan the following web sites for more information: www.faa.gov/fsdo/hln/myl.htm or www.mccall.id.us/services/airport (click on EVENTS). You can also contact John Goostrey at the Boise FSDO at 1-800-453-0001 ext 225, Jim Cooney at the Helena FSDO at 1-800-457-9917 ext 22 or the McCall Airport

Manager, Geoff Rowe, at 1-208-634-1488 or email aimmgr@cyberhighway.net.

Don't miss this great aviation gathering. Bring the entire family and be prepared to enjoy great flying, great seminars and a great adventure.

WILDERNESS WITHIN REACH

Every year the Part 135 Operators, Ada County Aerial Sheriff, and the Idaho Aviation Association sponsor Wilderness Within Reach. This event is intended to demonstrate the need for wilderness trailheads to provide the physically challenged the opportunity to enjoy our wilderness.

This year the event will be held at Johnson Creek July 28-30, 2000. Please contact Joe Corlett at 336-1097 for more information. Volunteers are always needed and Joe would love to hear from you!

The *Rudder Flutter* is published quarterly by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles carried herein.

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RADIO CHATTER

By Frank Lester
Safety/Education Coordinator

Summer is here, the Event Calendar is bulging at the seams so let's prime the engine, clear the prop and crank this baby up.

Where is North Idaho?...

After we published the last issue of the 'ole Flutter, I got a call from a very frustrated pilot. "Where is North Idaho?" he growled. "Probably above Grangeville", came my innocent reply. And it went downhill from there. I do admit to some exaggeration in the exchange I have just given but the call was real as was the complaint. Where is North Idaho? What he really wanted to know was why is everything in the *Rudder Flutter* about activities south of Grangeville? I had to agree; there is very little information that passes from North to South. I know there are aviators and aviation activities up there, I participated in a safety seminar in Coeur d'Alene this past April that was one of the best attended seminars I've seen in quite awhile. Belinda Zephir and the Lewiston folks did an outstanding job on the Aviation Art Contest and Gene Soper is organizing a "Gathering of Eagles" for November in Coeur d'Alene. The activities are there but why don't they show up here? In all fairness, we have to share some of the responsibility because we don't ask for your help as often as we should. However, on the other hand, all registered airmen receive a copy of the *Rudder Flutter* and the Division has been here on Rickenbacker Street for some time. Forgive the sarcasm but I can't print what I don't have. I'll meet you half way: I'll start looking around for more activities to report on from the northern part of our state if you will take the

time to pass on interesting information as soon as you hear it. I can't guarantee that all of it will be published but the more to choose from the better the quality of coverage. After all, the aviators up north are just as important to Idaho as those here in the south. Toot your horn! You are important, so let us know what you're doing up there, we may want to join you.

A Gathering of Eagles...

As I reported in the paragraph above, we are bringing back the aviation gatherings that were held throughout the state several years back. The next "Gathering of Eagles" is scheduled for November 4th at the Coeur d'Alene airport. Gene Soper is working out the details of this event and can be contacted at 208-683-2588 for more information. These dinners were held in the past throughout the state to encourage camaraderie among pilots, promote safety and give recognition to those who have qualified as Safe Pilots for the previous year. Originally six were held but this year we thought it best to focus on three, North, East and Southwest. We need someone from the Eastern and Southwestern Idaho areas to organize these events. The Division will assist but lacks the manpower (or womanpower) to take the lead. If you are interested in helping us set up these fun events, please contact us here at Aeronautics.

A New Face in the Crowd...

The Division Flight Instructor Refresher Clinic (FIRC) is getting a facelift. Beginning with our October class, we will be opening our roster up to all pilots. The purpose is to encourage all flyers

from the private pilot to the ATP as well as the CFI to attend and refresh their knowledge on various topics of safety and procedure. CFIs seeking renewal of an unexpired certificate will still be required to attend both days. The clinic begins at noon on Friday and ends at 6:00 PM on Saturday. Friday will be primarily for the CFIs while Saturday's topics will appeal more to the liking of pilots in general. However, everyone is welcome to attend either day or both if you like. More information will be available toward mid-summer. Seating will be limited and CFIs renewing their certificates will have priority. Please call early and put yourself on our mailing list for registration. Become a safer and more knowledgeable pilot by joining us in Idaho Falls next October or in Boise next February.

2nd CFI/Student Fly In...

We're planning another CFI/Student Fly In at Garden Valley airport on Saturday, September 9th. Like last year, we are encouraging CFIs and their students to take this opportunity to join us for some good old hangar flying, talk a little safety and experience some downright pleasant camaraderie with fellow pilots in the serene surroundings of Garden Valley. Here is the chance for each CFI to work with their student(s) in other than the "usual" surroundings. We at Aeronautics are prepared to present any aviation topic for discussion, from Density Altitude to back country flying to maximum performance maneuvers. Let us know your druthers. This fly in will qualify for the FAA Wings and Idaho Safe Pilot programs. The day's activities will conclude with

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Radio Chatter...

(Continued from page 3)

a barbeque – you bring the food, we bring the refreshments. Hope to see you there!

Around the Air Patch...

American Falls Fly In...

American Falls airport is hosting a fly in on August 5th. According to Gil Vasquez, Airport Manager, breakfast will be served at 7:30 AM with a skills competition following at 8:30. A pilots meeting to discuss the rules of competition is scheduled for 8 o'clock. The events include takeoff distance, flour bombing, spot landing and landing distance. The takeoff and landing distance events are not short field competitions. "In these events," Gil pointed out, "the test is to see how close you can come to the takeoff or landing distance you determine from your aircraft POH. Any aircraft can participate." Spectators can take part in the flour bombing. \$20 will get you an aircraft, a pilot (CFI) and two flour bombs. The flight will include one takeoff, one landing and two passes at the target. Medals will be awarded for first and second place in each event. Last year the fly in drew two fly by's, six aircraft in the competition and over 100 people. So come on out and enjoy a day of fun activities. You can call Gil at (H) 208-237-7183, (W) 208-226-9644 or (C) 208-241-2093 or Jim Harveston at 208-251-0969 for more information.

New Fuel System at Preston...

Preston airport now has a fully automated aircraft fueling system. At the moment 100LL is all you

can pump. Master Card, VISA, American Express, Discover and Av Fuel credit cards are all honored. Stop by and check out the new system.

Boise Airport Runway Closure...

Candy Hardt from the Boise Tower passed the following on to me:

Boise Airport is planning another summer-long closure of one of its runways. The north runway, 10L/28R, is scheduled for resurfacing this summer and will be closed July 17th and will remain closed for most of the summer. The runway is expected to be ready for use in late September.

Boise Tower controllers would like all general aviation pilots to understand that the single-runway operation will at times severely limit some services. Pilots who plan to practice in the area should expect that controllers may not be able to approve requests for touch and goes, low approaches and practice approaches.

See John Barsness article on the following page for additional information on what's happening at the Boise Airport.

And on the up side...

There is a new wash rack for general aviation aircraft at Boise. It is located at the west end of the Boise Airport, inside the fence at the west end of the new city hangars. If you want to use the wash rack you will need to bring your own hoses and materials for washing.

BE SMART!

FLY SAFE!

SCOTT PATRICK JOINS AERONAUTICS BOARD

Long time Boise resident, owner of SP Aircraft and the Boise Pilot Shop, Scott Patrick has been appointed by Governor Kempthorne to the Aeronautics Advisory Board. Scott will fill the seat vacated by Russ Westerberg. His term continues through January 2002.

As a veteran charter operator and backcountry pilot, he will bring to important insight and experience on many important aviation issues. We look forward to his refreshing perspective on these issues. Join us in welcoming Scott, wishing him success during his tenure.

1999 Idaho Safe Pilots

Steven Burak	1	Thomas Rainey	1
Dell Avery Keys	6	Daryl Love	8
Amy Hoover	10	Robert Gillespie	15
Lori MacNichol	17	Kristen Houchin	18
Dennis Hain	19	Robert Glaisyer	21
Wayne Theil	21	Robert zufelt	21
Paul Lebeck	22	W. Donald Parker	24
Joseph Terry	24	Jerry Terlisner	25
Dale Thomas	26	Robert Vincent	29
Harold Hollenbeck	29	Don Andrews	29
Marc Anderson	32	Jim Jorgansen	32
Gary Stensatter	32	Dennis Scifres	34
Lawrence Velasquez	35	Larry Brubeck	39
Jimmie Condor	39	William Scherer	40
Jack McGee	47	Warren Barry	49

CONGRATULATIONS!

BOISE IS GETTING A FACELIFT!

*By: John Barsness,
Boise Airport Police Sergeant/Private Pilot*

A number of changes are afoot at the Boise Airport, many of which will affect general aviation pilots. One of the most visible surprises to pilots who haven't been here in awhile is that Boise Air Service is "gone" - from its old location adjacent to the terminal, at least! Actually, B.A.S. is alive and well, but has been relocated. You will find their new, modern facility next door to the Boise Automated Flight Service Station, at the west end of the north general aviation ramp. Bob Jessen invites all pilots to stop by and check out their new place. The Boise Pilot Shop also made the move with them, and is located inside the B.A.S. building. The landmark Boise Air Service building was removed in June to make way for the new airport terminal building which will be built in what is now the short-term parking lot.

Many of us have, for many years, flown into Boise and parked at Boise Air Service, then walked to the main terminal building. Unfortunately, there is no longer access to the terminal from the general aviation ramp directly adjacent to the terminal. The area is security fenced, a change brought about by both the construction of the new terminal building, and by increased security measures mandated by the FAA.

While getting to the terminal is not as convenient as it once was, with the help of Boise's fixed base operators accessing the main terminal it is still a relatively simple task. Most of the local FBO's monitor 122.95 and you can reach them on that frequency

if needed. Here's a partial list of services provided by some of Boise's Fixed Base Operators for general aviation pilots:

Boise Air Service offers shuttle service to the Boise Air Terminal by appointment (call to make arrangements). Tie-downs are free the first night with fuel purchase, \$2.00 per night for the next 5 nights, and \$5 per night thereafter. Car rentals are available. Call (208) 383-3300 or (877) 383-3300 for further information.

Boise Executive Terminal, Inc., also located on the north side of the airport, provides a free shuttle to the Boise Air Terminal during business hours (Mon- Fri 6am-10pm and 7am-7pm weekends), other times by arrangement. Tie-downs are \$4.00 per night. They offer on-ramp rental cars and will assist you with local motel reservations. For details, contact Beth Travis @ (800) 725-8371, or e-mail: bethTrav@micron.net. Their local # is: (208) 383-3191 for line service, for maintenance, (208) 336-5571.

Western Aircraft, on the south side of the airfield, has courtesy cars and also offer a free shuttle service to the terminal and downtown. They have fuel and ground support available 24 hours a day, 365 days a year. They also offer on-ramp car rentals, private pilot's lounge with TV and VCR, flight planning center, heated hangar space, and repairs. Tie-downs are free the first night with fuel purchase, \$5.00 per night thereafter. You can reach them at (800) 333-3442, or (208) 338-1800.

Other options are to "hoof it" from the north side G.A. ramp to the terminal. Pilots and passengers can walk to and from the ramp through Boise Air Service,

Executive Terminal, and Western Aircraft during business hours without restriction. From Boise Air Service to the terminal you will travel 7/10 mile; from Boise Executive Terminal it's just over 1/2 mile. Western Aircraft's location on the south side of the airport makes walking impractical. Taxi service is available from the general aviation FBO's to and from the terminal. A ride from the terminal to either Executive or Boise Air Service will run about \$3.50. Fares to Western Aircraft range from \$6-8.00.

The Airport Terminal Construction project is slated to run through July 2003. Roadway and utility relocation projects have already begun. In addition to Boise Air Service's building, the Boise Cascade Corporate Hangars will be coming down in January, 2001, to make room for a roadway to the new terminal. Boise Cascade will be moving their operation to a new facility being constructed on the Northeast end of the airport, just off the Runway 28R approach.

You can check out the latest news at the Boise Air Terminal via the Internet. See the Boise Air Terminal web site at www.boise-airport.com. There, you will find links to updates to terminal construction, parking, and runway construction projects. In addition to the terminal construction project, **the north runway (10L-28R) will be closed from July-October of this year for an overhaul.** The runway is getting new lighting, a new surface, and other improvements.

Other upcoming changes involve parking and driving of personal vehicles on the GA ramps at BOI. Effective July 31, 2000, in

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Face Lift....

(Continued from page 5)

order to drive your personal vehicle onto the GA ramp, you have to (1) be a current, certificated pilot, or if not, have an airport driver's license, and (2) provide proof of insurance to the airport for your vehicle. Also, parking vehicles in tie-down spaces will not be allowed. These restrictions have come about largely due to an increase in vehicle-aircraft incursions/accidents and subsequent FAA mandates.

For further assistance or questions, the following numbers might be helpful.

Boise Airport Police / Operations: (208) 383-3110 can answer general questions on airport operations, activities, and access information.

Ampco Airport Parking: (208) 343-8761. Ampco Parking Systems oversees the airport parking garage and surface parking lots. Call them for rate and availability information.

Aviation Air Center: (208) 344-4361. This fixed base operator, located on the northeast side of the airport, provides fuel and maintenance for helicopter and fixed wing aircraft.

Conyan Aviation: (208) 342-1042. Located on the southwest corner of the airport, Conyan has Avgas, Jet fuel, and a courtesy car available from 8am-5pm. They also have a 24 hour card-access fuel system, contact them to set up an account.

For more information, please contact John Barsness at: (208) 383-3110 e-mail jbarsness@cityofboise.org

EVENTS	
JULY	
28-30	Wilderness Within Reach, Johnson Creek Joe Corlett 208/336-1097
29-30	Treasure Valley Chapter IAA, Breakfast & Fly-in Johnson Creek Ray Friend 208/389-9649
AUGUST	
5	Airplane Pilots Rodeo American Falls Gilbert Vasquez 208/237-7183
6	Mountain Home Air Force Base Fly-in and Safety Symposium 208/828-4128
11-13	Family Fly-in, McCall John Goostrey 208/334- 1238 or 800/453-0001 ext. 225
18-20	C180/185 Club Fly-in Johnson Creek Al Hewitt 206/441-3052
19	Top Fun Flyers Weiser Fun Fly/Poker Run Steven Clements 208/323-1585
SEPTEMBER	
2-4	Top Fun Flyers State Competition Glenns Ferry Steven Clements 208/323-1585
10	GAFA Family Fun Day Kit or Lois 208/934-4730
16	Friedman Memorial Airport Community Appreciation Day Hailey Jim Baldwin 208/788-9003
22-25	Top Fun Flyers Alvord Steven Clements 208/323-1585
OCTOBER	
14-15 or 21-22	Top Fun Flyers - Jackpot Steven Clements 208/323-1585
27-28	Flight Instructor Refresher Clinic Shilo Inn, Idaho Falls Frank Lester 208/334-8780
FEBRUARY	2001
2-3	Flight Instructor Refresher Clinic, Holiday Inn Airport, Boise Frank Lester 208/334-8780
MARCH	
1-3	2001 Idaho State Aviation Conference Doubletree Hotel Riverside, Boise Frank Lester 208/334-8780

FLIGHT INSTRUCTORS NEEDED!

Volunteer Flight Instructors are needed to fly with pilots in the "Wings" program at the 14th Annual Northwest Mountain Family Fly-In and Aviation Safety Conference in McCall, August 11-13th.

Contact John Goostrey at 800-453-0001 ext 225

or

Jim Cooney at 800-457-9917 ext 22
if you are interested in instructing

BACKCOUNTRY SEARCH & RESCUE

By Larry Hippler, Aviation Technician

Idaho's backcountry and wilderness airports provide some of the most unique and spectacular flying opportunities to be found anywhere in the United States. Associated with this flying activity is the somewhat different and challenging search and rescue efforts that take place for missing aircraft and the location/deactivation of emergency locator transmitters (ELT's).

Most pilots do not realize the tremendous amount of search and rescue resources and the associated costs that are expended on backcountry search and rescue efforts. As an example, let's assume that a pilot files a flight plan from Boise to Moose Creek for a weekend fishing trip. The flight plan is not closed, so when the fuel exhaustion time is reached, a search effort will be initiated. Within a couple of hours after the start of the search, the following agencies will be involved in looking for the missing aircraft:

The Idaho Division of Aeronautics, FAA, the Air Force Rescue Coordination Center, State Communication Center, Volunteer Idaho search pilots, Civil Air Patrol, US Forest Service, three different county sheriff departments, three different air taxi operators, the backcountry radio network, the National Weather Service, and half a dozen airport managers.

Most of these searches result in the pilot eventually being located "safe and sound". Maybe our "missing" pilot experienced some bad weather on the northern portion of his route and decided to go to Johnson Creek instead of Moose Creek, and

forgot to close his flight plan. At least our pilot filed a flight plan which greatly helped to reduce the search time, effort, and expense.

It is true that a number of the involved agencies are tax supported and at least part of their mission is to search for missing aircraft. However, a number of the participants in searches are unpaid volunteers who would rather be home spending their time with their families or engaged in other personal activities. Our air taxi operators would rather be making a living flying their customers in and out of the backcountry instead of conducting unpaid flights associated with search and rescue efforts. Even government employees reach a point in an extended search where they are volunteering a lot of uncompensated time and effort.

The point is that the majority of our backcountry search and rescue efforts would not be necessary or the search time and costs could be greatly reduced if our backcountry pilots would plan and execute their flights in a safe and responsible manner. We would really like to spend your tax dollars for airport improvements that benefits all pilots, instead of searching for you.

What can you do to help yourself and the search and rescue system? First of all, file a flight plan. You can close it at altitude before starting your descent to your destination airport. A flight plan will get the search started as early as possible and give searchers a place to start looking. If for some reason a flight plan is not practical, let a close relative, friend, or business associate know your itinerary and then don't deviate from it. Use your radio and give position reports to

FSS facilities along your route. A report even at the midway point reduces the search area by fifty percent. We have had searches that started in Southern California and extended to our wilderness area with no contact in between. A search area of this magnitude makes looking for the proverbial needle in a haystack child's play in comparison. Make frequent position reports in the blind on 122.9 while flying over the backcountry. This helps to keep you separated from other aircraft and if you turn up missing, there is a good chance that someone can give us a good last known position report for you.

That leaves us with the subject of ELT's. Over 97% of activated ELT's are not associated with any aircraft emergency. However, ELT's have and will continue to save lives. For this reason, search agencies have a very high priority for tracking and locating activated ELT's. In addition, non-emergency ELT's block out other ELT signals that may be associated with a real crash situation.

The solution to the inadvertent activation of ELT's is extremely simple. **After landing, and before shutting down your aircraft, turn your radio receiver to 121.5.** If you have activated your ELT, you will certainly know it, and can immediately deactivate it. Unfortunately, very few pilots perform this simple operation with the result that a lot of resources, manpower, and your tax dollars are spent unnecessarily in locating your ELT.

In conclusion, please make the effort to carefully plan your trip to Idaho's backcountry and fly safely. In so doing, you will enhance your chance for survival if a serious unexpected situation does occur.

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FY 2001 AIRPORT GRANTS

The Idaho Transportation Board, upon the recommendation of the Aeronautics Advisory Board, approved state grants to 16 municipal airports for FY 2001 (beginning July 1, 2000) totaling \$500,000. Projects marked listed under "FAA FY 2001 STATE ENTITLEMENT" provide match for FAA funded projects; on all others the Division and the local airport authority will share costs.

<u>AIRPORT</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
American Falls	Crack sealing	\$ 6,937
Bear Lake	Overlay runway 16/34	56,517
Boise	Airport development projects	\$52,500
Idaho Falls	Airport development projects	22,500
Hailey	Airport development projects	15,000
Lewiston	Airport development projects	15,000
Moscow-Pullman	Airport development projects	15,000
Payette	Sealcoat pavements; mark runway	12,750
Pocatello	Airport development projects	15,000
St. Anthony	Reconstruct runway	100,000
Sandpoint	Pave parking lot; install security gate	13,500
Twin Falls	Airport development projects	15,000
Various	Inventory restock/small projects	19,673
FAA FY 2001 STATE ENTITLEMENT *		143,246
Caldwell	Acquire land; construct west side taxiway, phase 2; rehabilitate runway and parallel taxiway	
Coeur d'Alene	Rehabilitate runway 5/23, phase 2	
Jerome	Rehabilitate runway	
Nampa	Construct E, apron/taxiway, phase 1	
	TOTAL	\$500,000

* Due to changes in AIP legislation this list will likely grow to include more sites, the state money will be apportioned to those airports in the FAA list in the same proportion.